
DLA Support for Naval Aviation FMS Customers

By

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Headquarters Defense Logistics Agency (DLA) has participated as a member of the Naval Aviation FMS Logistics Process Improvement Team since 1995. Several DLA logistics issues have been discussed since that time. Current issues will be addressed in this article.

On 6 April 1999, RADM David Keller, then Commander of the Defense Logistics Support Command, reviewed and accepted the proposal for retaining DLA stock in anticipation of sales to future FMS customers. The basic policy is that the sponsoring U.S. service program manager's office notifies DLA of the platform/end item that is being phased out. If the weapon system is no longer in the DLA weapon system support program, the sponsoring service will request establishment of a new weapon system designator code. The systems will be classified as level C (least critical), WS1 cards will be submitted to register applicable items to the system, and items will be identified as non-essential to that weapon system.

For weapon systems phased out of use by U.S. forces and planned for use by FMS customers, DLA will freeze disposals for up to two years to make parts available to those customers. These stocks are classified as contingency retention in the DLA FMS reserve. Following the two-year period, normal rules will apply. In addition, as long as any demand continues, DLA will not dispose items to zero balance until all users withdraw, or until there are five years with no demand.

Another effort DLA is working on is automating FMS receipt processing through bar coding. DSCA, the U.S. Air Force, the U.S. Navy, and a freight forwarder are in partnership to do this automated processing. A pilot program was initiated based on a logistics response time study of a FMS process and an opportunity to improve data accuracy. The plan is to use the same Automated Manifest System and barcode technology used by DLA depots. The expected benefits include improved visibility of DLA shipments, shorter FMS receipt processing time, greater FMS case closure rates, and reduction of supply discrepancy reports. The two most frequent reasons FMS discrepancies are reported to DLA are:

- Non-receipt of material,
- Partial receipt of material. Both of these could be reduced with the process change.

DLA is also involved with the Government Industry Data Exchange Program (GIDEP) related to attacking item obsolescence. This is a cooperative government and industry partnership seeking to reduce or eliminate expenditures of resources by making maximum use of existing information. Growth in this initiative is expected in the Naval aviation community. Diminishing manufacturing sources (DMS) is a sub-program of GIDEP where DoD databases used in conjunction with DMS will be made available. Life of type buys are also part of this effort. Manufacturers will notify customers that they are going to deplete the stock for a platform

because they are no longer going to manufacture the items. This will be the last opportunity to purchase the item from this contractor.

Removal of FMS impediments is another effort by DLA to improve logistics processes. FMS support rules and policies need to be changed to keep up with modern logistics business practices. Because of this problem, DLA is requesting Defense Security Cooperation Agency (DSCA) to remove impediments to logistics support. Some of these impediments are F.O.B. destination terms coupled with fast payment procedures, eliminating shipping forms (DD 250/DD1348-1), mandatory FMS packing requirements, allowing commercial warranties to apply, and including recurring non-programmed demands in requirements computation. DLA and the international programs personnel, meeting with center personnel, are working these initiatives. Through the partnership with DSCA, the military services, industry, and FMS customers, these initiatives will be implemented.

Last, but not least, is the issue of FMS customer access to DLA information via websites. DLA is aware of the FMS customers' interest in WebCATS, which is the Web Customer Account Tracking System for weapon system inquiries for non-standard numbers and NIINs. WebCATS access is restricted in accordance with DoD Directive 5200.28 due to the security of U.S. and other nations. However, the WebCATS application does not restrict elements based on user privileges. FMS customers should use their respective international logistics control offices to access WebCATS information.

In the future, a separate web link application will be developed that will display the information that a FMS customer wants. This includes SARC (active requisition control and status file) and SQAF (combined national inventory record and due-in file inquiry) type of information. Access testing will be done in three phases through:

- DLIS
- The U.S. military services
- Selected FMS customers

This last test will include the registration process (submitting request for access, assuring proper paperwork is provided, and setting up user accounts).

In summary, DLA is pleased to be a part of the Naval aviation FMS logistics team to improve supportability for our valued FMS customers. Enhancing communications and streamlining logistics processes are the keys to this effort.

About the Authors

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